

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAUU

Terminal Charts For UAUU

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: KOSTANAY KAZ
ICAO/IATA: UAUU / KSN
Lat/Long: N53° 12.4', E063° 32.9'
Elevation: 600 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 12.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2356 Z
Sunset: 1528 Z

Runway Information

Runway: 15
Length x Width: 8248 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 595 ft
Lighting: Edge, ALS, TDZ

Runway: 33
Length x Width: 8248 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 571 ft
Lighting: Edge, ALS, TDZ

Communication Information

ATIS: 127.500
ATIS: 126.800 Non-English
Kostanay Tower: 129.300

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JEPPESEN
15 DEC 17 10-1P

KOSTANAY, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.5
126.8 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

In the period from 2200 to 0700 engines run-up and testing on the engine rpm higher than idle are strictly prohibited.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVPs are effected when RVR is less than 550m.

The status of LVP is passed to pilots by Tower ATC: 'LOW VISIBILITY PROCEDURES IN OPERATION'.

LVPs are cancelled when RVR is greater than 550m.

1.3.2. GROUND MOVEMENT

The report of RWY vacation shall be passed only after vacation of ILS-critical area indicated by the light signs.

Taxiing into apron after RWY vacation shall be carried out after Follow-me car.

Taxiing into stands shall be carried out by marshaller's signals.

Taxiing of ACFT out of stands to holding position shall be carried out after Follow-me car.

ACFT shall stop at the holding position before the light sign, indicating the ILS-critical area.

1.4. TAXI PROCEDURES

1.4.1. TAXIING AND TOWING PROCEDURES

Taxiing and towing is carried by the fixed marking at reduced speed.

Taxiing (towing) of ACFT shall be carried out by instructions of Tower ATC. Taxiing speed shall be set by pilot-in-command according to the condition of TWY, presence of obstacles, ACFT weight, wind conditions and visibility.

1.4.2. TAXIING/TOWING PRECAUTIONS

Taxiing/towing shall be carried out with caution taking into account visibility conditions and the state of apron covering, parking areas and TWYs.

When visibility is less than 400m, taxiing is carried out by Follow-me car.

Towing of ACFT with started engine on snow covered with ice (slippery) apron is prohibited.

1.4.3. TAXIING IN WINTER CONDITIONS

In case of some TWYs being not equipped with centerline lights and marking lines invisible because of the snow, leading of the ACFT is carried out by the decision of flight supervisor or on request of the crew.

The leading is carried out in difficult weather conditions, when visibility is less than 400m or in lack of visibility on the manoeuvring area.

1.4.4. LARGE ACFT RESTRICTIONS

Taxiing of large ACFT strictly according to the marking of TWY centerline and at increased attention of the crew compliance with the safe distance from the wheels of landing gear truck before the covering edges.

1.5. OTHER INFORMATION

Birds.

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10-1P1

KOSTANAY, KAZAKHSTAN
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

During approach and landing for the ACFT categories B, C, D the following procedures should be applied:

- To maintain assigned level until final approach;
- To maintain the program off deceleration;
- To extend landing gear and wing devices so that the approach speed should be reached 5.4NM from the RWY THR;
- To descend not below the glide path.

2.2. PARKING AND TAXI PROCEDURES

Taxiing into parking place is carried out by the responsible person signals of the ACFT operational maintenance section.

Parking on the parking place is carried out by the direction of a meeting person.

The ACFT must be replaced at the parking place exactly by markings.

The report of RWY vacating is carried out on the TWY only after vacating ILS-critical area marked by light pointer.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Start-up and engine testing on idle mode is allowed on parking place of apron by request from control point "Tower". Testing (run-up) of engines on modes exceeding the idle mode is made on the holding take-off positions on TWY 4.

Start-up of the main engines available on parking stands 1 thru 18.

3.1.2. TAXI PROCEDURES

Taxiing to take-off under its own power. At the holding take-off position ACFT must stop before the light pointer indicating ILS critical area.

Taxiing out of parking place under its own power and by towing is conducted with the clearance of control point "Tower" by the signals of the responsible person of the ACFT operational maintenance section.

3.1.3. MOVEMENT IN CRITICAL AND SENSITIVE AREAS OF ILS

On the holding take-off position the ACFT must stop before the light pointer indicating ILS-critical area. Taxiing out to the line-up take-off position by the directions of control point "Tower". Crossing and being in critical and sensitive areas of ILS without coordination and permission of control point "Tower" is forbidden.

3.1.4. DE-ICING PROCEDURES

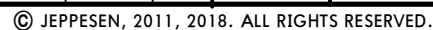
De-icing on stands 9 and 12.

3.2. NOISE ABATEMENT PROCEDURES

During take-off for the ACFT categories B, C, D the following procedures should be applied:

- From take-off till 2080' (1480' - 450m), take-off engine power, flaps in take-off position, $V_2 \pm 10$ KT;
- from 2080' (1480' - 450m) till 3560' (2960' - 900m), climbing at $V_2 \pm 10$ KT;
- at 3560' (2960' - 900m), adjust normal rate of climb with retracted flaps.

2. Levels assigned by ATC include a correction for low temperature effect when necessary.



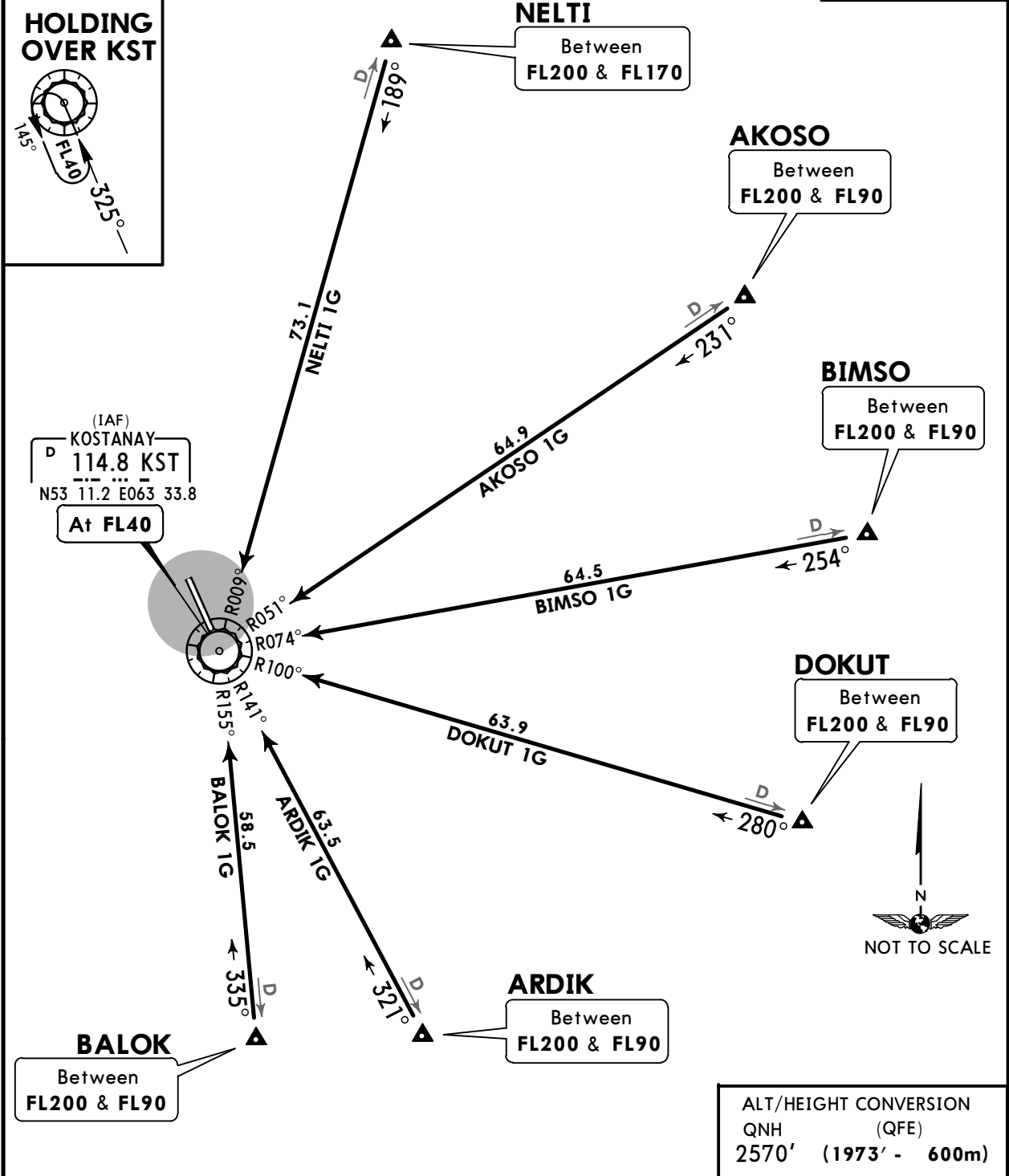
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JEPPESSEN KOSTANAY, KAZAKHSTAN
15 DEC 17 10-2 STAR

ATIS 127.5 (Russian 126.8)	Apt Elev 600'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2570' (1973')
-------------------------------	------------------	---

AKOSO 1G [AKOS1G], ARDIK 1G [ARDI1G]
BALOK 1G [BALO1G], BIMSO 1G [BIMS1G]
DOKUT 1G [DOKU1G], NELTI 1G [NELT1G]
RWY 15 ARRIVALS

2200
MSA
KST VOR



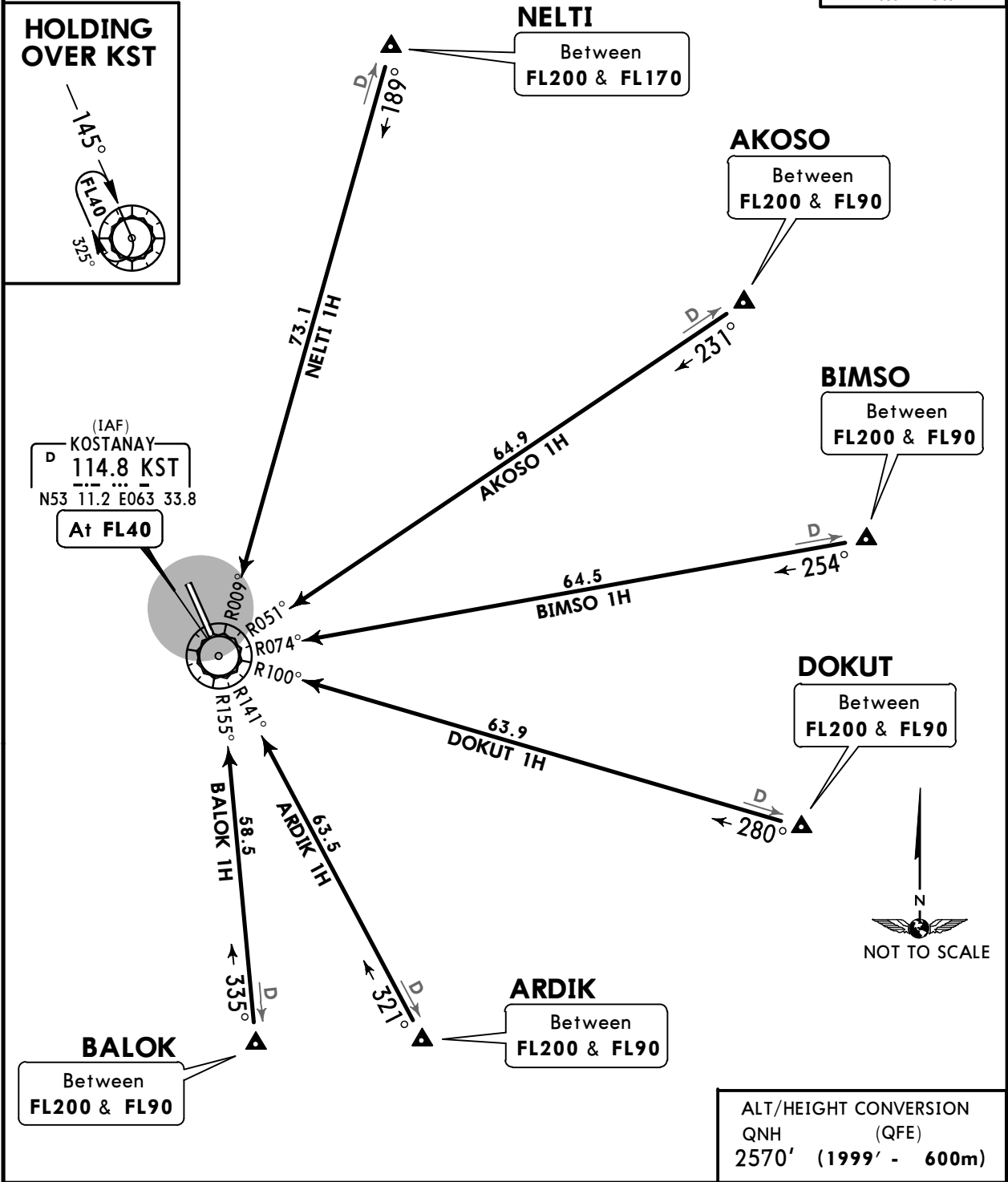
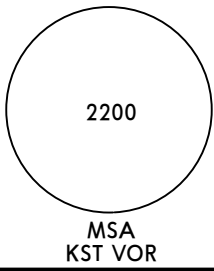
STAR	ROUTING
AKOSO 1G	Intercept KST R-051 inbound to KST.
ARDIK 1G	Intercept KST R-141 inbound to KST.
BALOK 1G	Intercept KST R-155 inbound to KST.
BIMSO 1G	Intercept KST R-074 inbound to KST.
DOKUT 1G	Intercept KST R-100 inbound to KST.
NELTI 1G	Intercept KST R-009 inbound to KST.

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15 DEC 17 10-2A
JEPPESEN KOSTANAY, KAZAKHSTAN
STAR

ATIS 127.5 (Russian 126.8)	Apt Elev 600'	Alt Set: MM (hPa on request) QNH on request Trans level: FL40 Trans alt: 2570' (1999')	(QFE)
-------------------------------	------------------	---	-------

AKOSO 1H [AKOS1H], ARDIK 1H [ARDI1H]
BALOK 1H [BALO1H], BIMSO 1H [BIMS1H]
DOKUT 1H [DOKU1H], NELTI 1H [NELT1H]
RWY 33 ARRIVALS



STAR	ROUTING
AKOSO 1H	Intercept KST R-051 inbound to KST.
ARDIK 1H	Intercept KST R-141 inbound to KST.
BALOK 1H	Intercept KST R-155 inbound to KST.
BIMSO 1H	Intercept KST R-074 inbound to KST.
DOKUT 1H	Intercept KST R-100 inbound to KST.
NELTI 1H	Intercept KST R-009 inbound to KST.

CHANGES: ATIS established.

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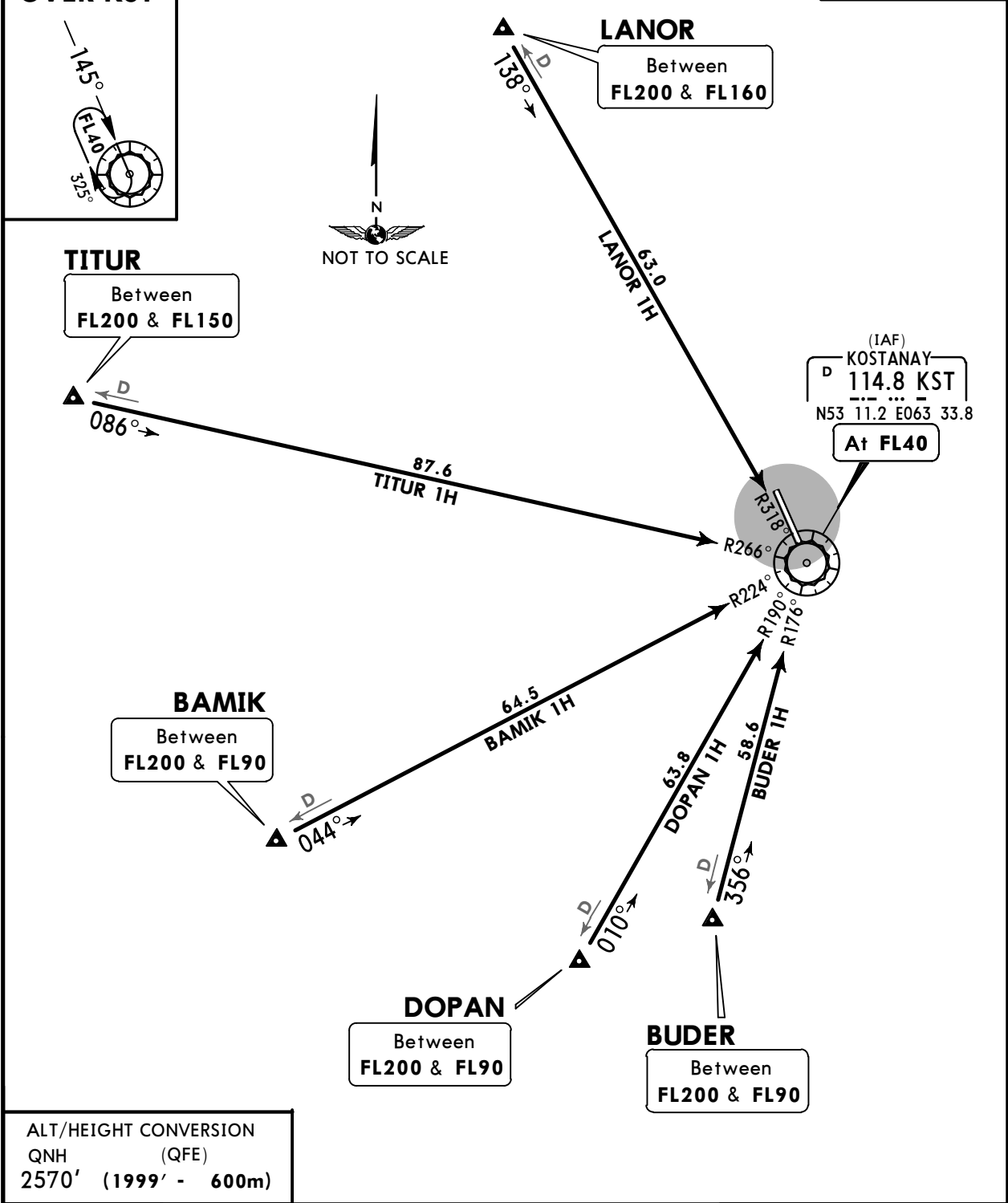
JEPPesen KOSTANAY, KAZAKHSTAN
15 DEC 17 10-2C
STAR

ATIS 127.5 (Russian 126.8)	Apt Elev 600'	Alt Set: MM (hPa on request) QNH on request Trans level: FL40 Trans alt: 2570' (1999')	(QFE)
-------------------------------	------------------	---	-------

BAMIK 1H [BAMI1H], BUDER 1H [BUDE1H]
DOPAN 1H [DOPA1H], LANOR 1H [LANO1H]
TITUR 1H [TITU1H]
RWY 33 ARRIVALS

2200
MSA
KST VOR

HOLDING
OVER KST



ALT/HEIGHT CONVERSION
QNH (QFE)
2570' (1999' - 600m)

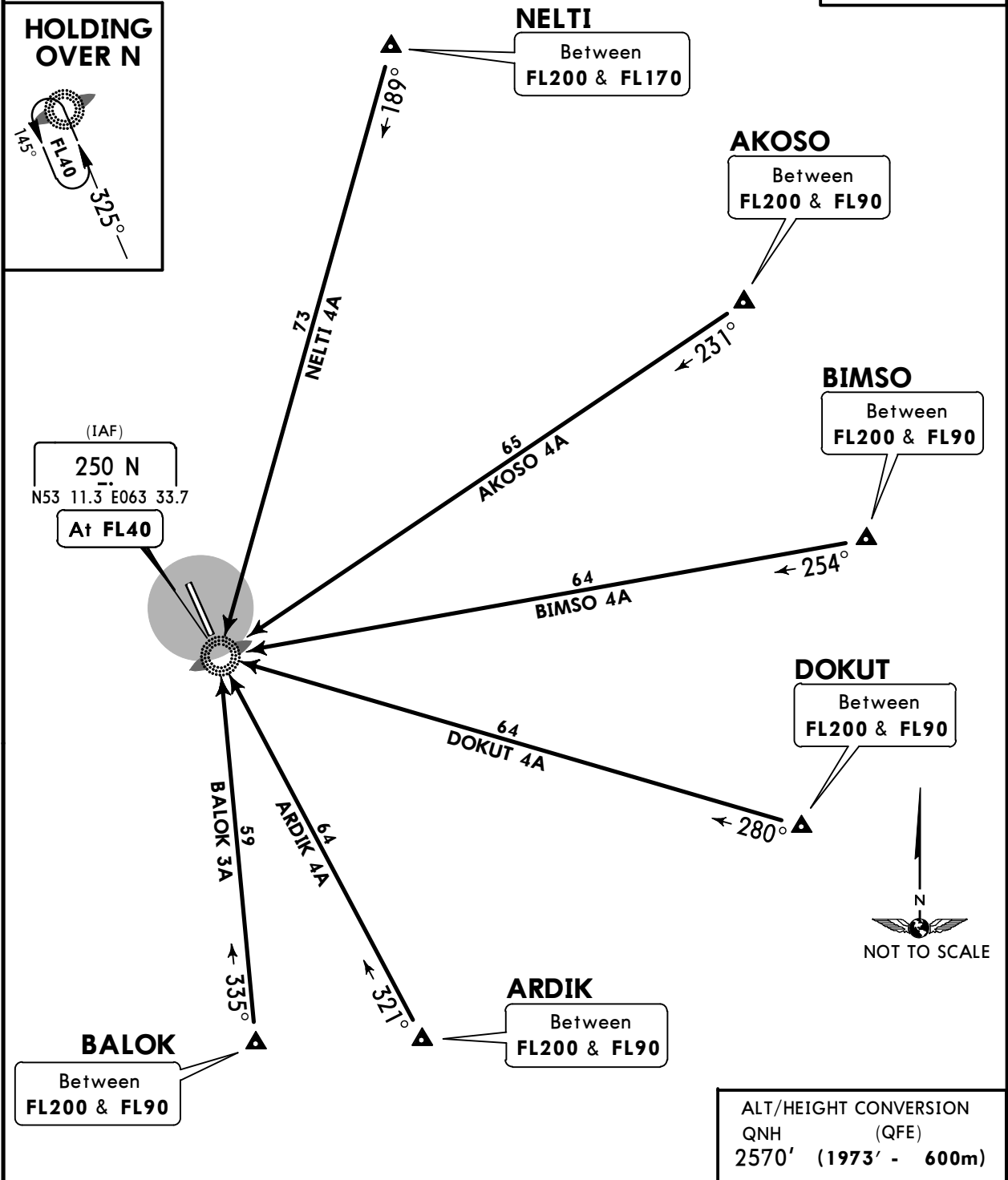
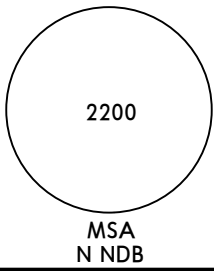
STAR	ROUTING
BAMIK 1H	Intercept KST R-224 inbound to KST.
BUDER 1H	Intercept KST R-176 inbound to KST.
DOPAN 1H	Intercept KST R-190 inbound to KST.
LANOR 1H	Intercept KST R-318 inbound to KST.
TITUR 1H	Intercept KST R-266 inbound to KST.

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15 DEC 17 10-2D
JEPPESEN KOSTANAY, KAZAKHSTAN
STAR

ATIS 127.5 (Russian 126.8)	Apt Elev 600'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2570' (1973')
-------------------------------	------------------	---

AKOSO 4A [AKOS4A], ARDIK 4A [ARDI4A]
BALOK 3A [BALO3A], BIMSO 4A [BIMS4A]
DOKUT 4A [DOKU4A], NELTI 4A [NELT4A]
RWY 15 ARRIVALS



STAR	ROUTING
AKOSO 4A	Intercept 231° bearing to N.
ARDIK 4A	Intercept 321° bearing to N.
BALOK 3A	Intercept 335° bearing to N.
BIMSO 4A	Intercept 254° bearing to N.
DOKUT 4A	Intercept 280° bearing to N.
NELTI 4A	Intercept 189° bearing to N.

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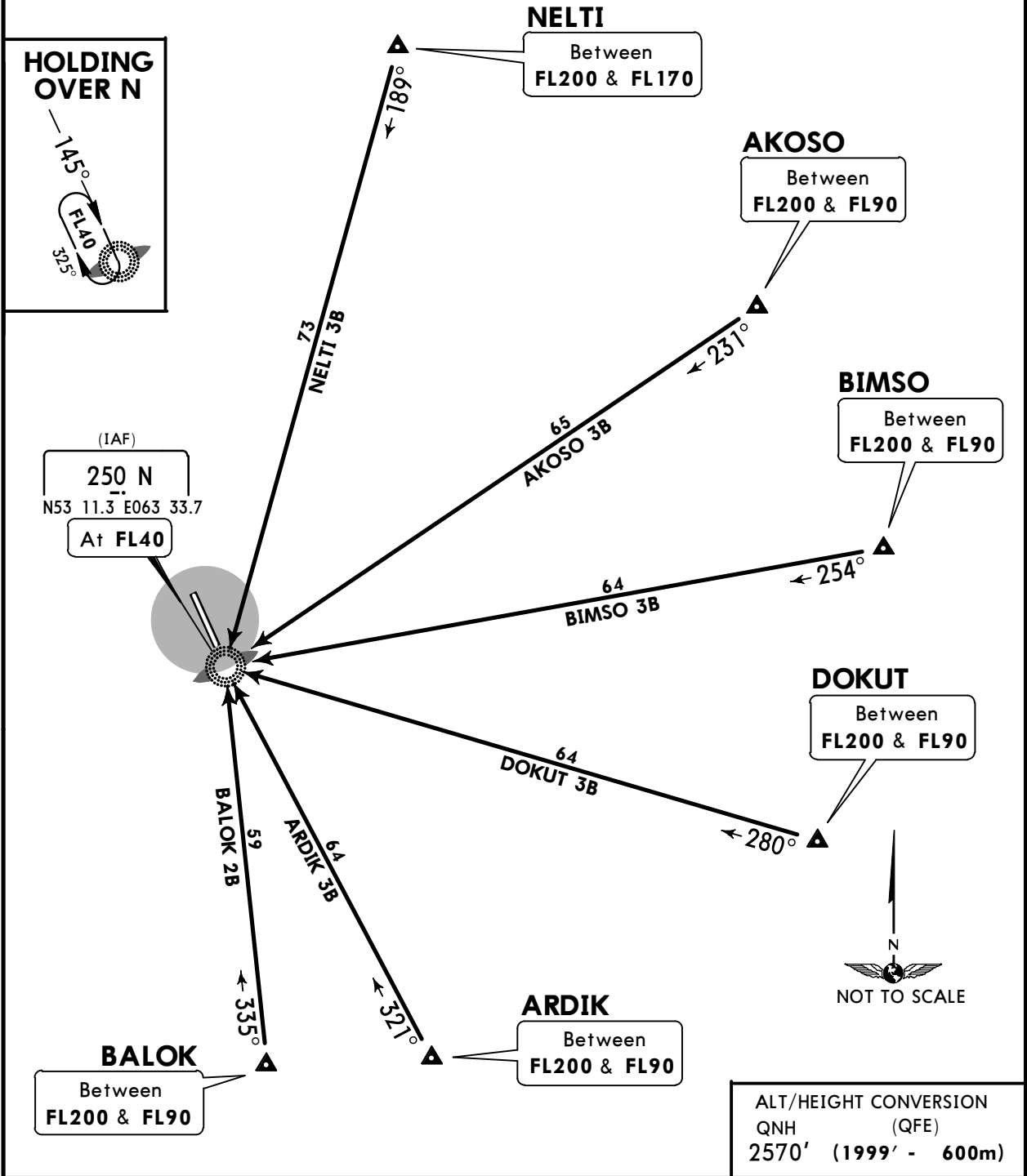
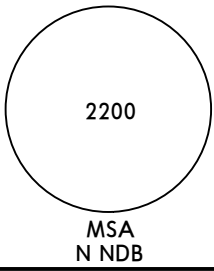
15 DEC 17 10-2E

JEPPESSEN KOSTANAY, KAZAKHSTAN

STAR

ATIS 127.5 (Russian 126.8)	Apt Elev 600'	Alt Set: MM (hPa on request) QNH on request Trans level: FL40 Trans alt: 2570' (1999')	(QFE)
-------------------------------	------------------	---	-------

AKOSO 3B [AKOS3B], ARDIK 3B [ARDI3B]
BALOK 2B [BALO2B], BIMSO 3B [BIMS3B]
DOKUT 3B [DOKU3B], NELTI 3B [NELT3B]
RWY 33 ARRIVALS



STAR	ROUTING
AKOSO 3B	Intercept 231° bearing to N.
ARDIK 3B	Intercept 321° bearing to N.
BALOK 2B	Intercept 335° bearing to N.
BIMSO 3B	Intercept 254° bearing to N.
DOKUT 3B	Intercept 280° bearing to N.
NELTI 3B	Intercept 189° bearing to N.

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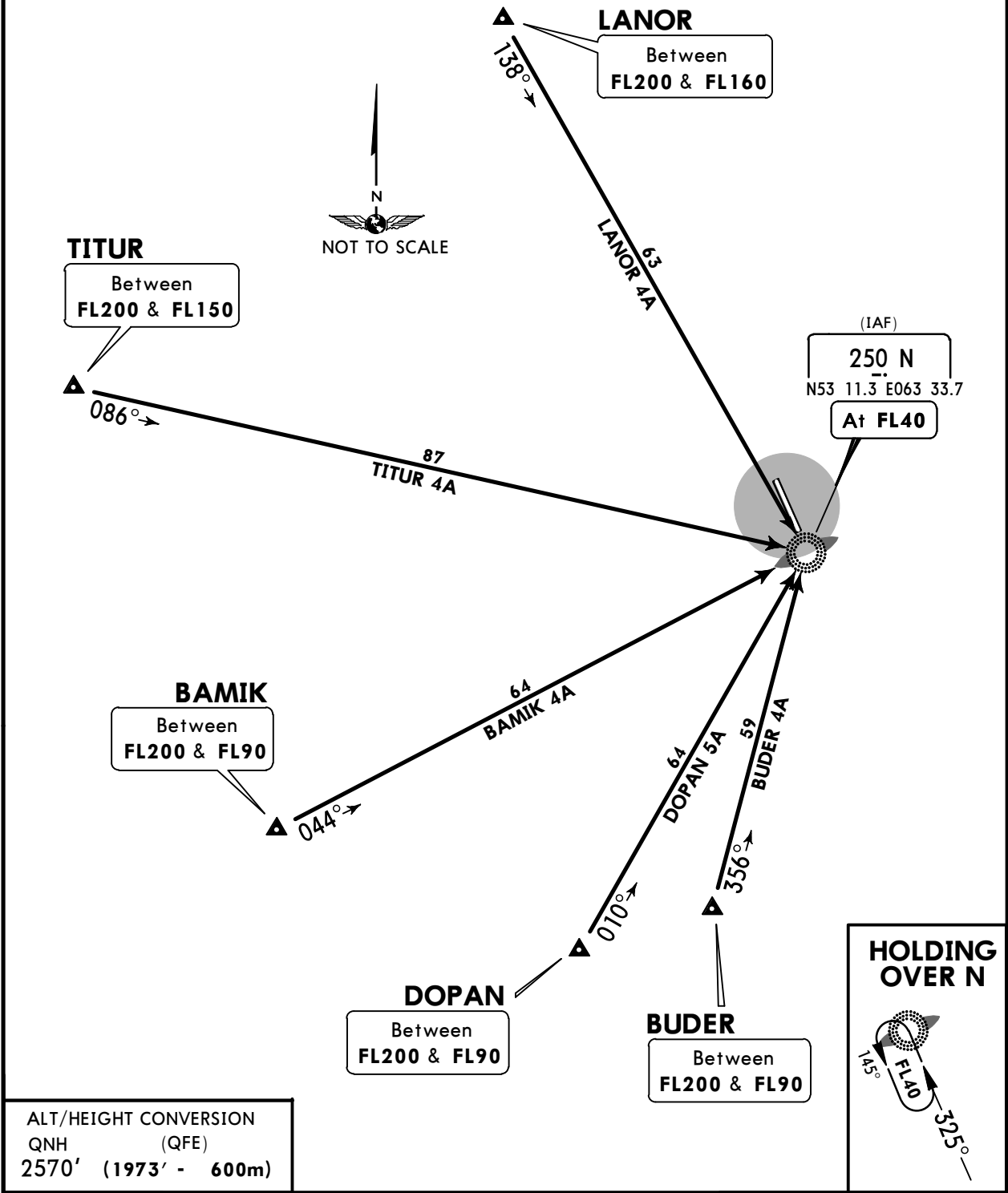
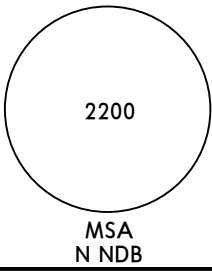
15 DEC 17 10-2F

JEPPESSEN KOSTANAY, KAZAKHSTAN

STAR

ATIS 127.5 (Russian 126.8) Apt Elev 600' Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2570' (1973')

BAMIK 4A [BAMI4A], BUDER 4A [BUDE4A]
DOPAN 5A [DOPA5A], LANOR 4A [LANO4A]
TITUR 4A [TITU4A]
RWY 15 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2570'	(1973' - 600m)

STAR	ROUTING
BAMIK 4A	Intercept 044° bearing to N.
BUDER 4A	Intercept 356° bearing to N.
DOPAN 5A	Intercept 010° bearing to N.
LANOR 4A	Intercept 138° bearing to N.
TITUR 4A	Intercept 086° bearing to N.

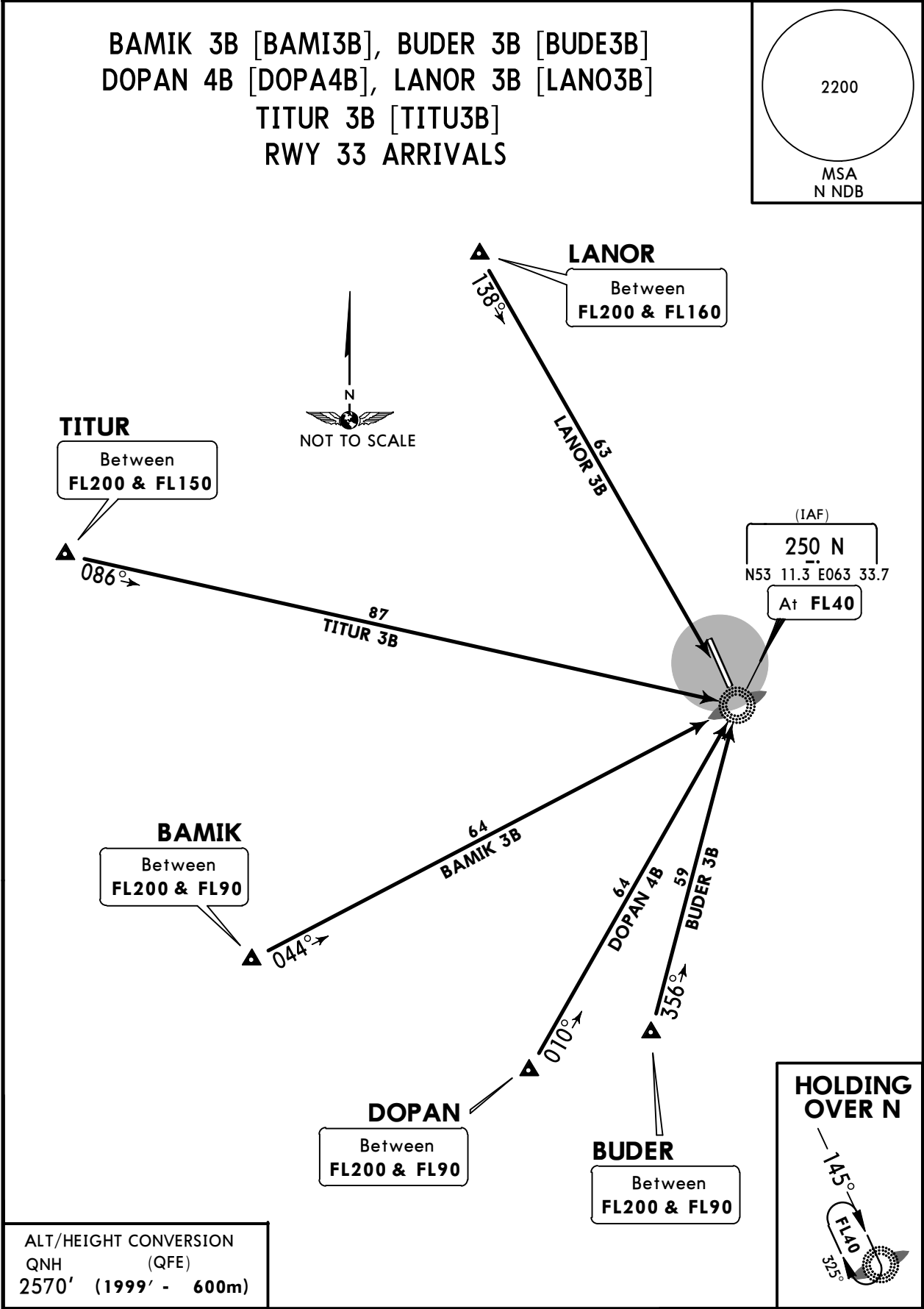
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15 DEC 17 10-2G

JEPPESSEN KOSTANAY, KAZAKHSTAN

STAR

ATIS 127.5 (Russian 126.8)	Apt Elev 600'	Alt Set: MM (hPa on request) QNH on request Trans level: FL40 Trans alt: 2570' (1999')	(QFE)
-------------------------------	------------------	---	-------



STAR	ROUTING
BAMIK 3B	Intercept 044° bearing to N.
BUDER 3B	Intercept 356° bearing to N.
DOPAN 4B	Intercept 010° bearing to N.
LANOR 3B	Intercept 138° bearing to N.
TITUR 3B	Intercept 086° bearing to N.

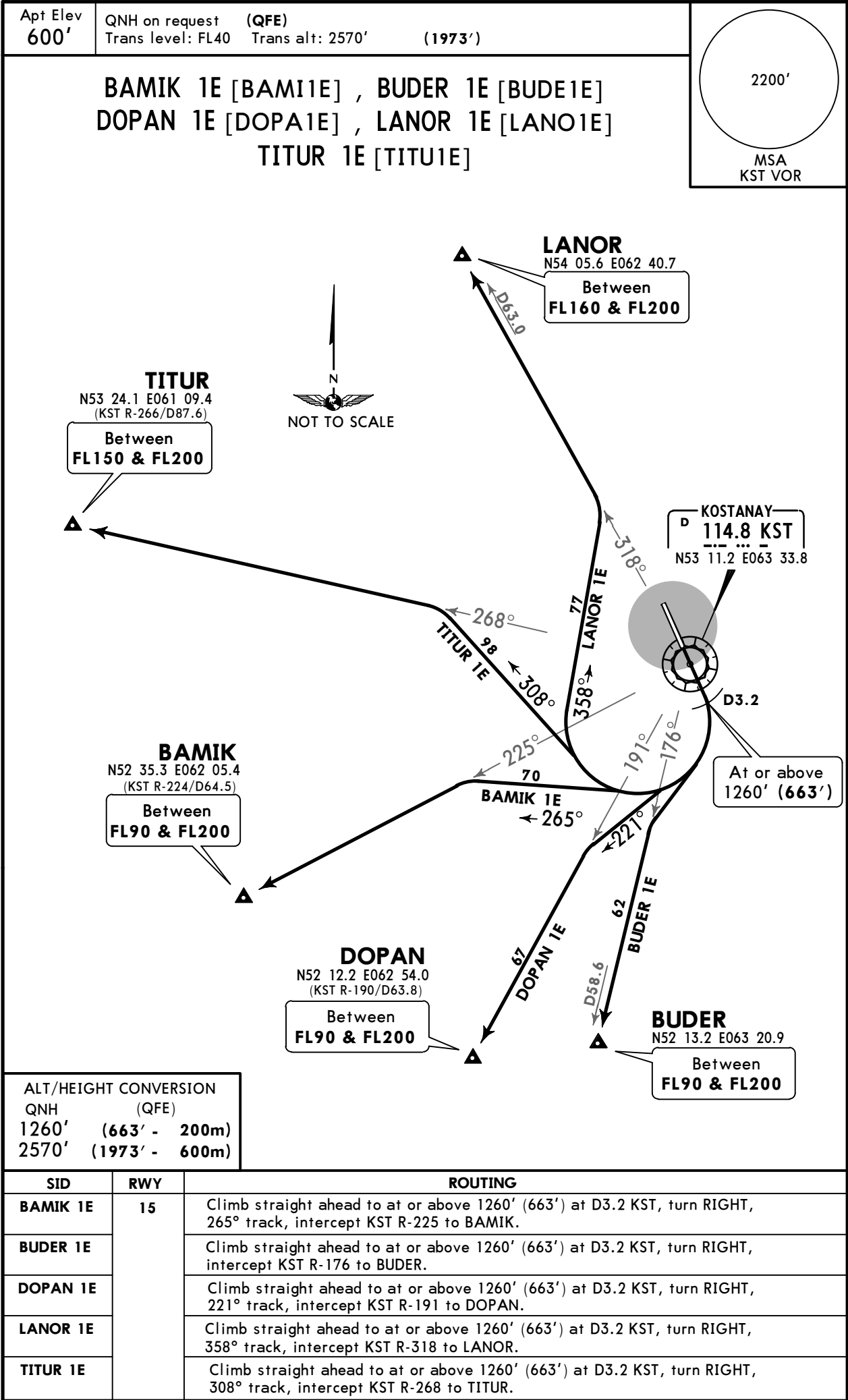
CHANGES: ATIS established.

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2570' (1999' - 600m)

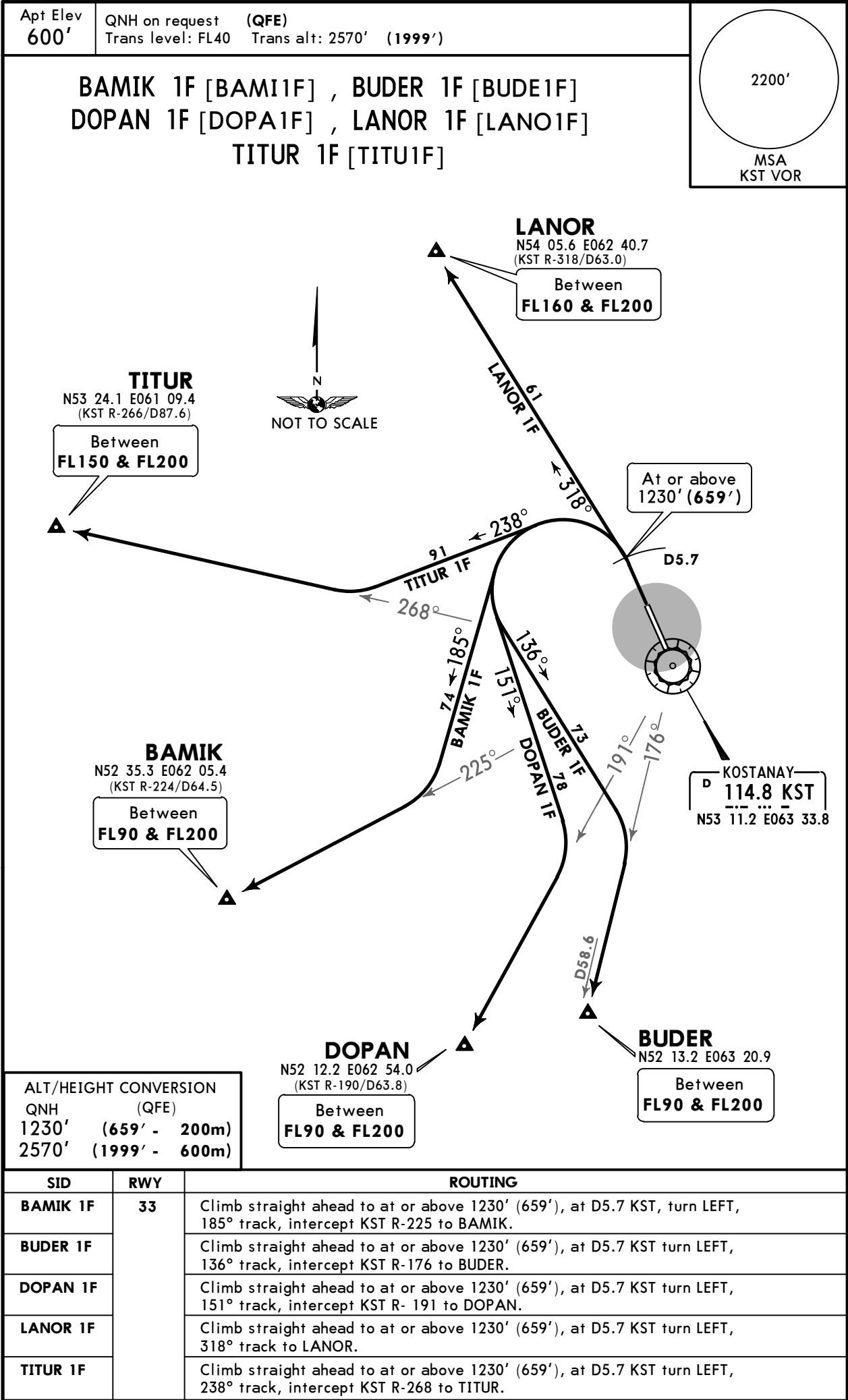
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JEPPESEN KOSTANAY, KAZAKHSTAN
22 APR 16 10-3B Eff 28 Apr SID



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JEPPESSEN KOSTANAY, KAZAKHSTAN
22 APR 16 10-3C Eff 28 Apr SID

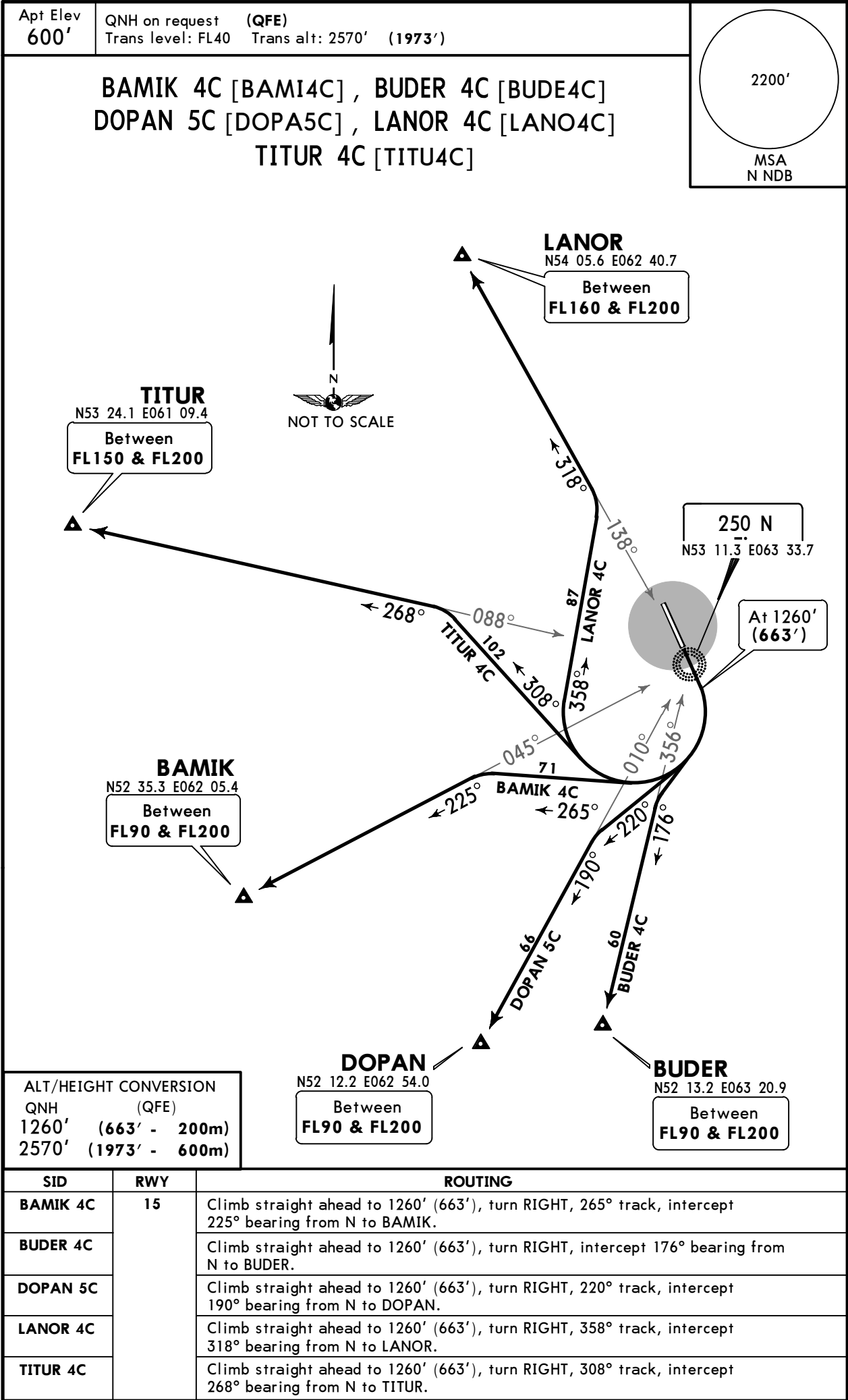


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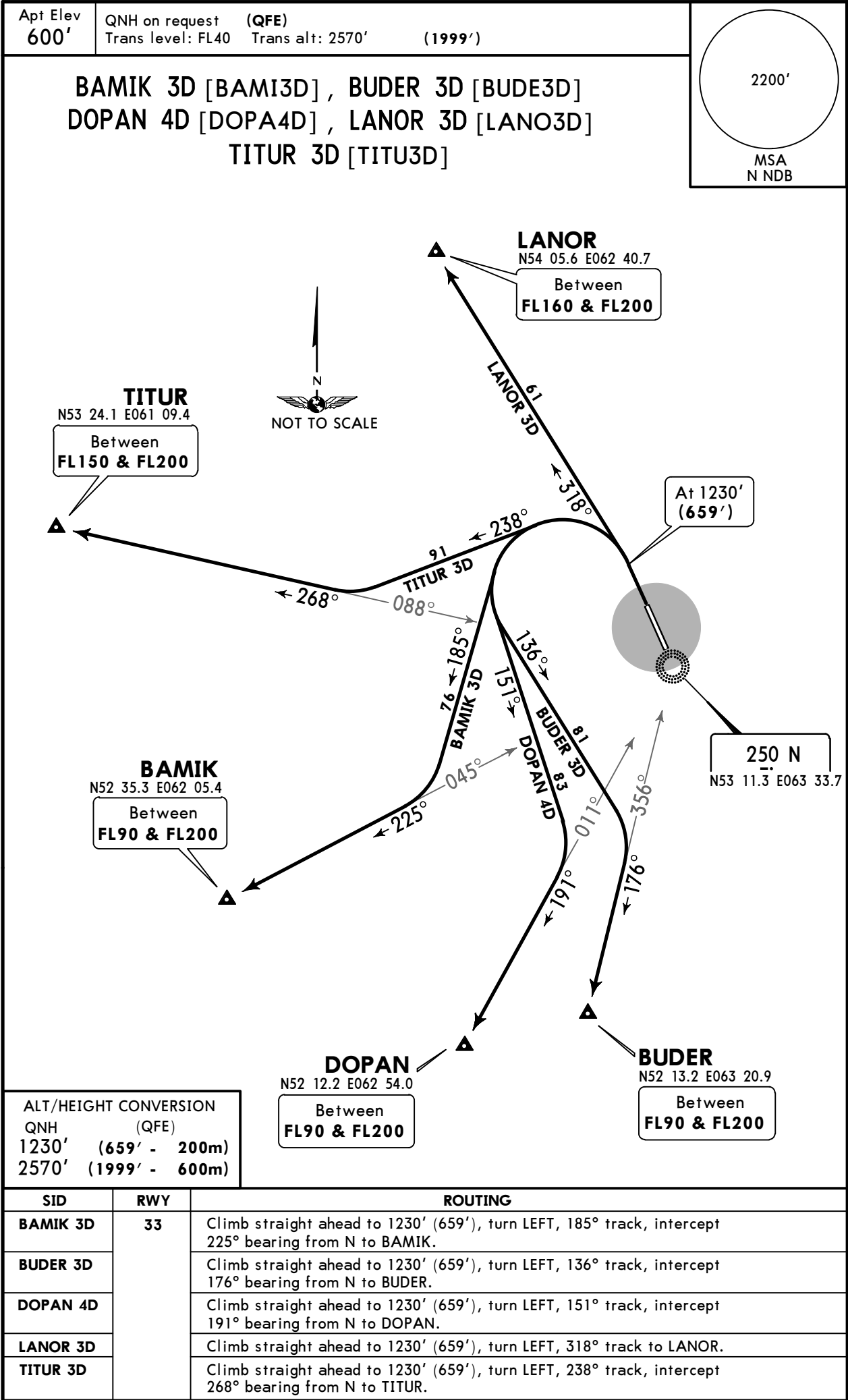
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JEPPESEN KOSTANAY, KAZAKHSTAN
22 APR 16 10-3F Eff 28 Apr SID



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JEPPESSEN KOSTANAY, KAZAKHSTAN
22 APR 16 10-3G Eff 28 Apr SID



UAAU/KSN

Apt Elev **600'**
N53 12.4 E063 32.9

22 MAR 19

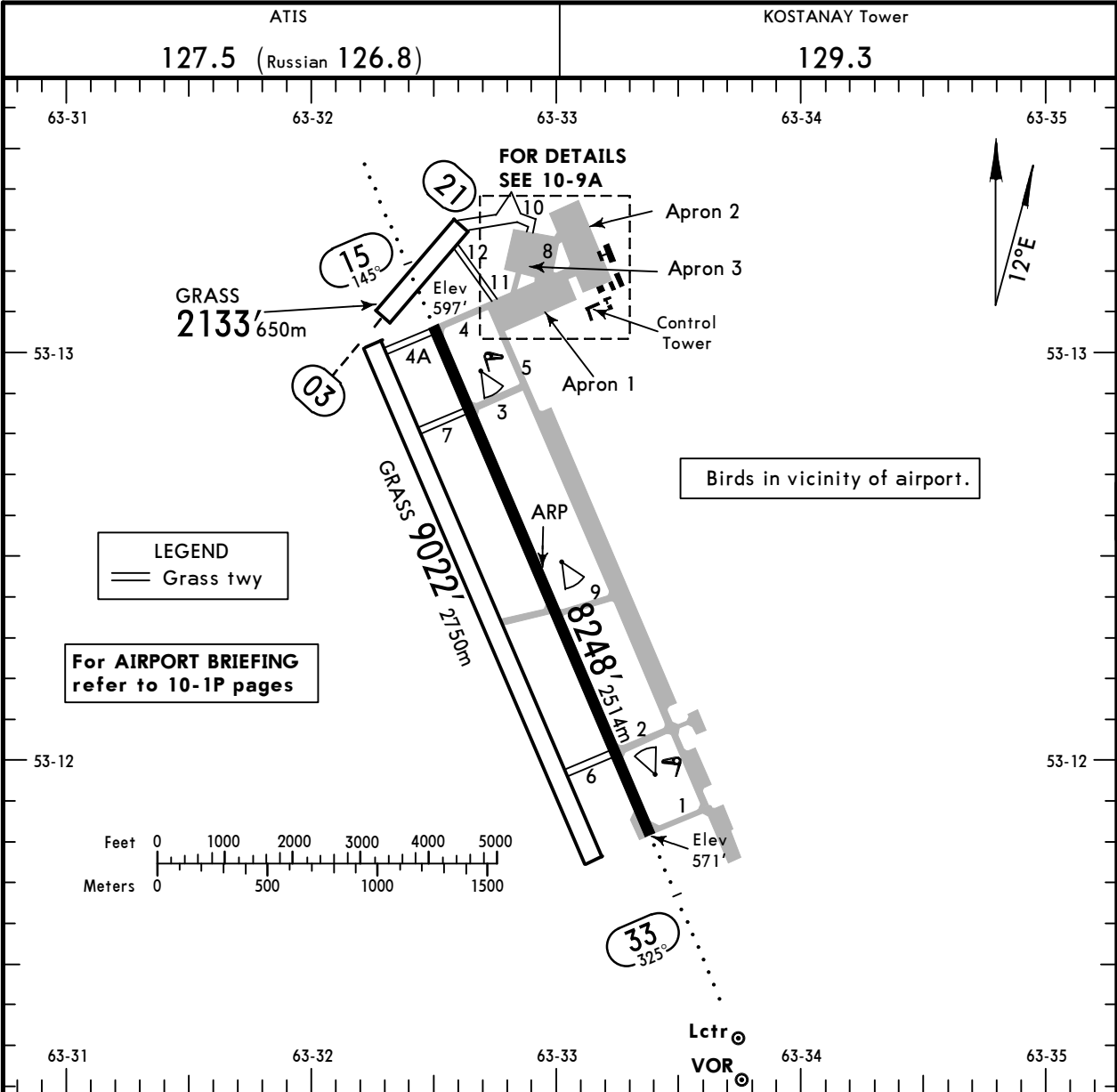
(10-9)

Eff 28 Mar



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ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		
			LANDING BEYOND	TAKE-OFF	WIDTH
			Threshold	Glide Slope	
03					328'
21					100m
15	RL ALS TDZ	RVR		7277' 2218m	157'
33					48m
15	Grass runway				328'
33					100m

TAKE-OFF		
Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A		
B		
C	300m	400m
D		500m

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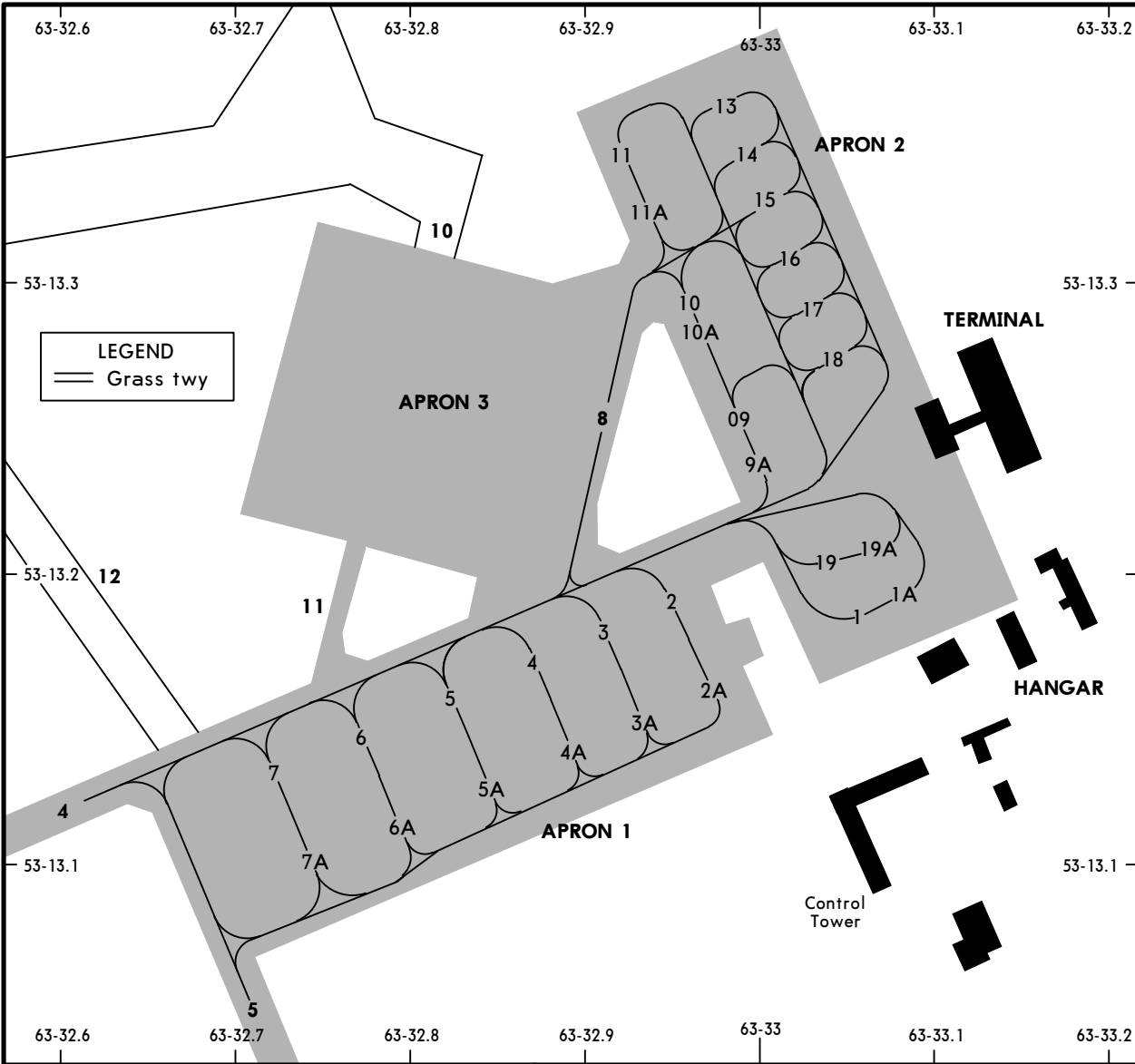
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22 MAR 19

10-9A

Eff 28 Mar

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INS COORDINATES

STAND No.	COORDINATES
1	N53 13.2 E063 33.1
1A	N53 13.2 E063 33.2
2	N53 13.2 E063 33.0
2A	N53 13.1 E063 33.0
3	N53 13.2 E063 33.0
3A	N53 13.1 E063 33.0
4	N53 13.2 E063 33.0
4A	N53 13.1 E063 33.0
5 thru 6A	N53 13.1 E063 32.9
7, 7A	N53 13.1 E063 32.8
9, 9A	N53 13.2 E063 33.1
10 thru 11A	N53 13.3 E063 33.0
13 thru 18	N53 13.3 E063 33.1
19, 19A	N53 13.2 E063 33.1

UAUU/KSN

**JEPPESSEN**
22 MAR 19
Eff 28 Mar

10-9S

Standard

KOSTANAY, KAZAKHSTAN
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STRAIGHT-IN RWY		A	B	C	D
15	ILS	797'(200') 1000m	810'(213') 1000m	827'(230') 1000m	827'(230') 1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	① VOR	980'(383') 1500m	980'(383') 1500m	980'(383') 1600m	980'(383') 1800m
	ALS out	1500m	1500m	1800m	1800m
	① NDB	1030'(433') 1900m	1090'(493') 2800m	1190'(593') 3700m	1290'(693') 4600m
33	NDB	1030'(433') 2000m	1090'(493') 2800m	1190'(593') 3700m	1290'(693') 4600m
	ALS out	2200m	2800m	3700m	4600m
	ILS	771'(200') 1000m	784'(213') 1000m	801'(230') 1000m	801'(230') 1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	① VOR	950'(379') 1500m	950'(379') 1500m	950'(379') 1600m	950'(379') 1800m
	ALS out	1500m	1500m	1700m	1800m
	① NDB	1080'(509') 1500m	1080'(509') 1500m	1080'(509') 2100m	1080'(509') 2100m
	ALS out	1500m	1500m	2400m	2400m
	NDB	1080'(509') 2300m	1080'(509') 2300m	1080'(509') 2500m	1080'(509') 2500m
	ALS out	2600m	2600m	2800m	2800m

① Continuous Descent Final Approach.

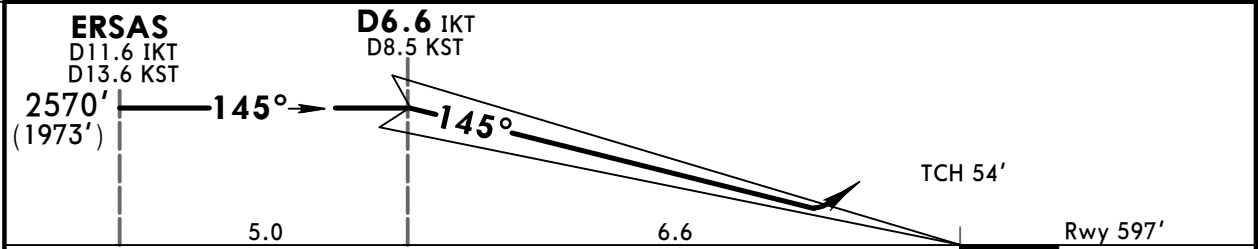
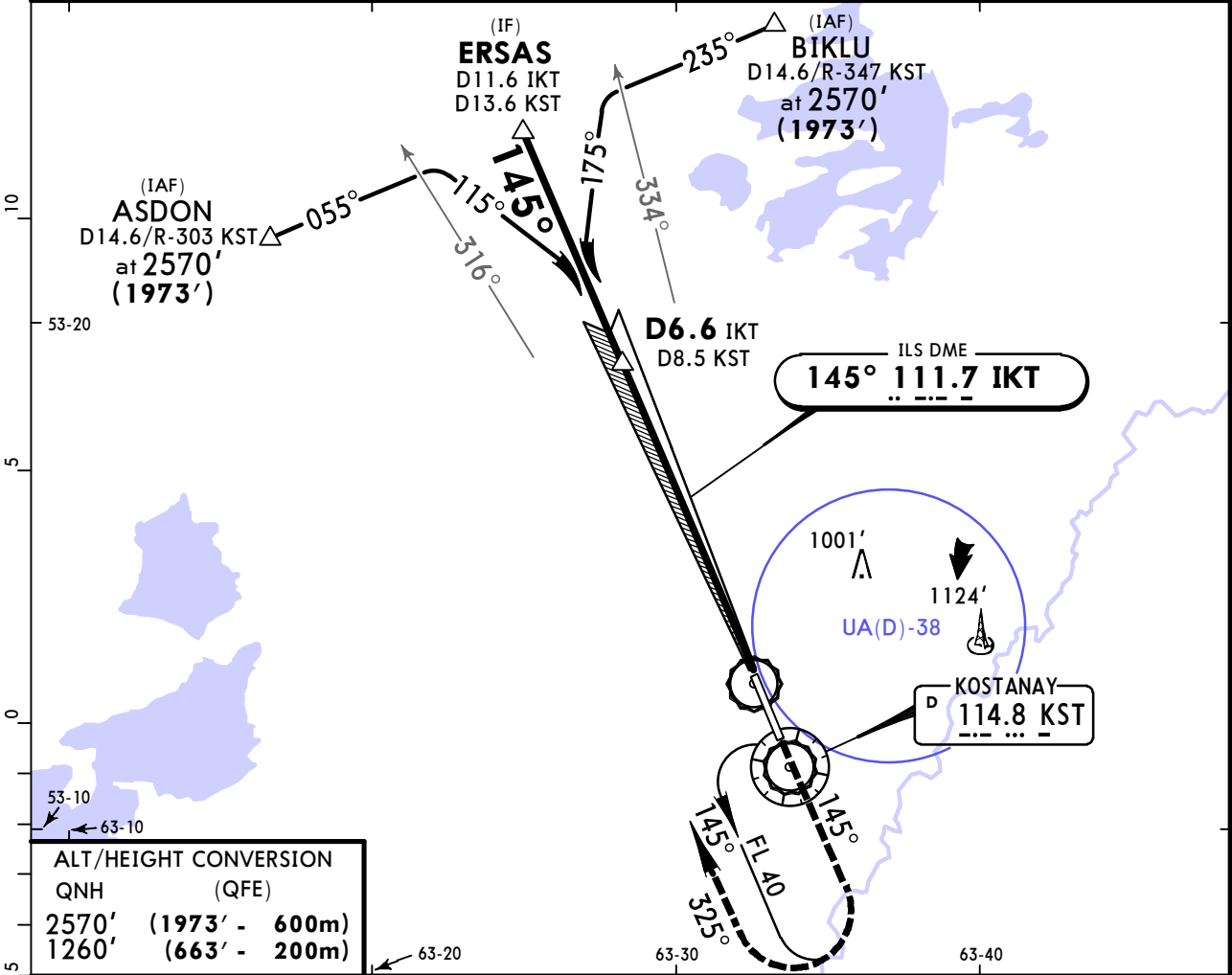
TAKE-OFF		
A B C D	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
		Adequate vis ref (Day only)
	300m	400m
		500m

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JEPPESSEN
15 DEC 17 (11-1)

KOSTANAY, KAZAKHSTAN
ILS DME Y Rwy 15

ATIS 127.5 (Russian 126.8)			KOSTANAY Tower 129.3		2200' MSA KST VOR
LOC IKT 111.7	Final Apch Crs 145°	GS D6.6 IKT 2570' (1973')	ILS DA(H) Refer to Minimums	Apt Elev 600' Rwy 597'	
MISSED APCH: Climb on 145° to 1260' (663') or above, then turn RIGHT (MAX 245 KT) onto 325° climbing to 2570' (1973'), then as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2570' (1973')					
1. RADAR required. 2. ILS DME reads zero at rwy 15 threshold.					



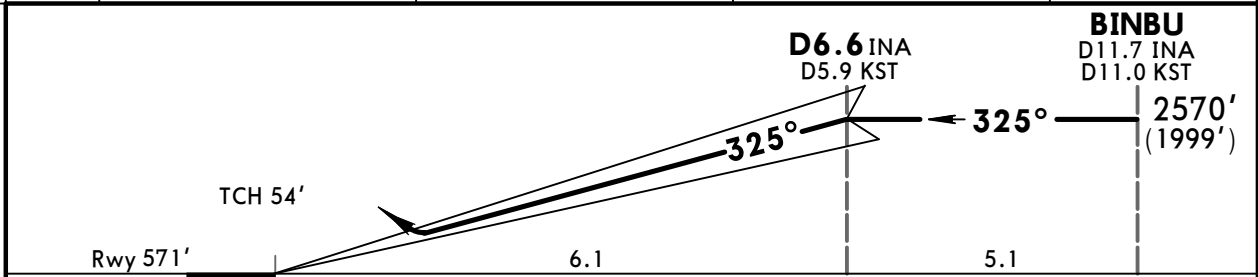
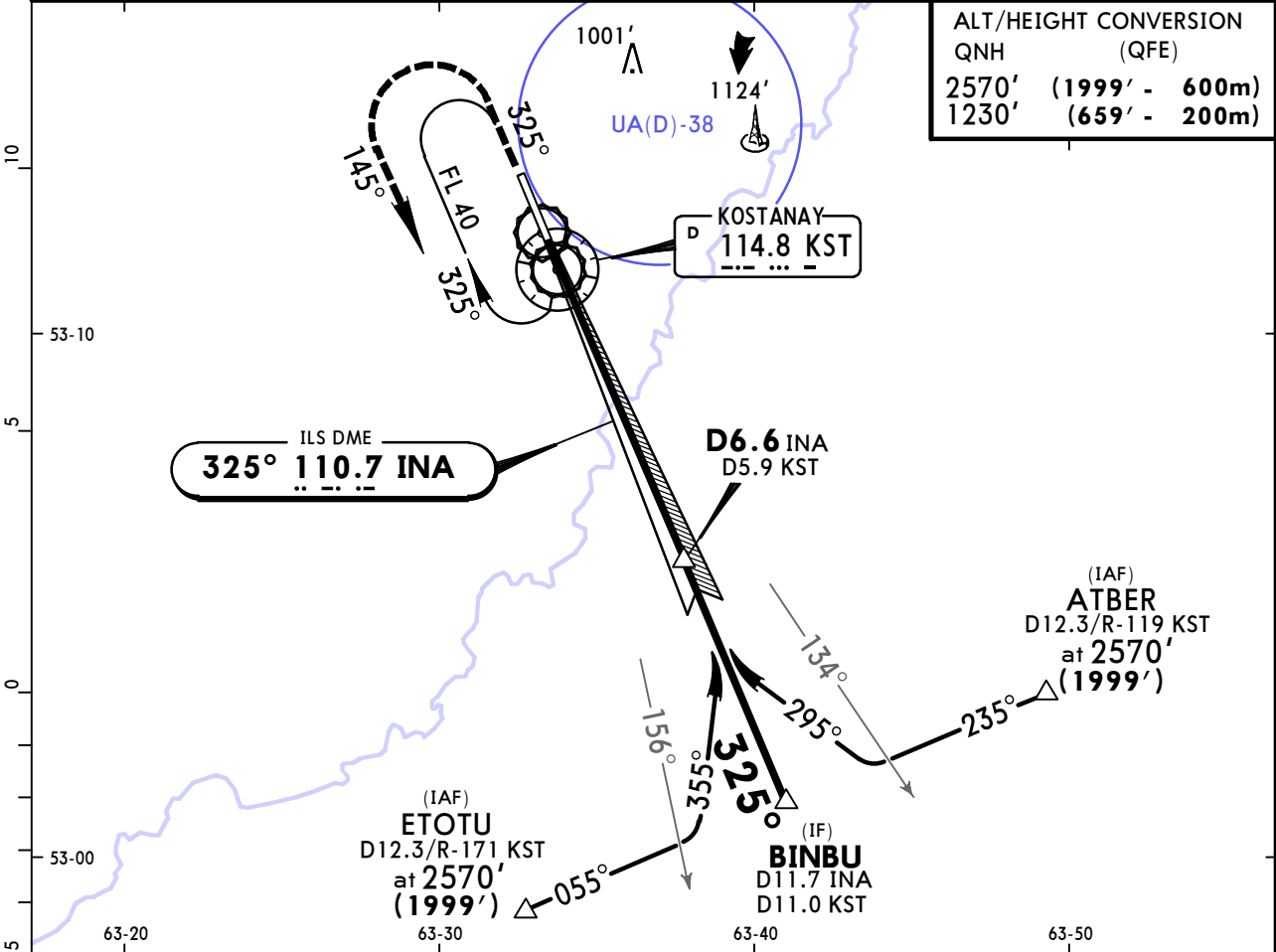
Gnd speed-Kts	70	90	100	120	140	160		ALS ↓ ↑	MIM 1260' (663') on 145°	
GS	2.67°	331	425	472	567	661				756
STRAIGHT-IN LANDING RWY 15										
ILS				LOC (GS out)						
DA(H) B:810'(213')										
A:797'(200') CD:827'(230')										
FULL		ALS out								
A	1200m			NOT AUTH						
B										
C										
D										

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JEPPESSEN
15 DEC 17 11-2

KOSTANAY, KAZAKHSTAN
ILS DME Y Rwy 33

ATIS 127.5 (Russian 126.8)			KOSTANAY Tower 129.3			2200' MSA KST VOR
LOC INA 110.7	Final Apch Crs 325°	GS D6.6 INA 2570' (1999')	ILS DA(H) Refer to Minimums	Apt Elev 600' Rwy 571'		
MISSED APCH: Climb on 325° to 1230' (659') or above, then turn LEFT (MAX 245 KT) onto 145° climbing to 2570' (1999'), then as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 40	Trans alt: 2570' (1999')		
1. RADAR required. 2. ILS DME reads zero at rwy 33 threshold.						



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIM 1230' (659') on 325°
GS	2.67°	331	425	472	567	661		

STRAIGHT-IN LANDING RWY 33										
ILS					LOC (GS out)					
DA(H)					B: 784'(213')					
A: 771'(200')					CD: 801'(230')					
FULL					ALS out					
A	1200m				NOT AUTH					
B										
C										
D										

CHANGES: ATIS added.

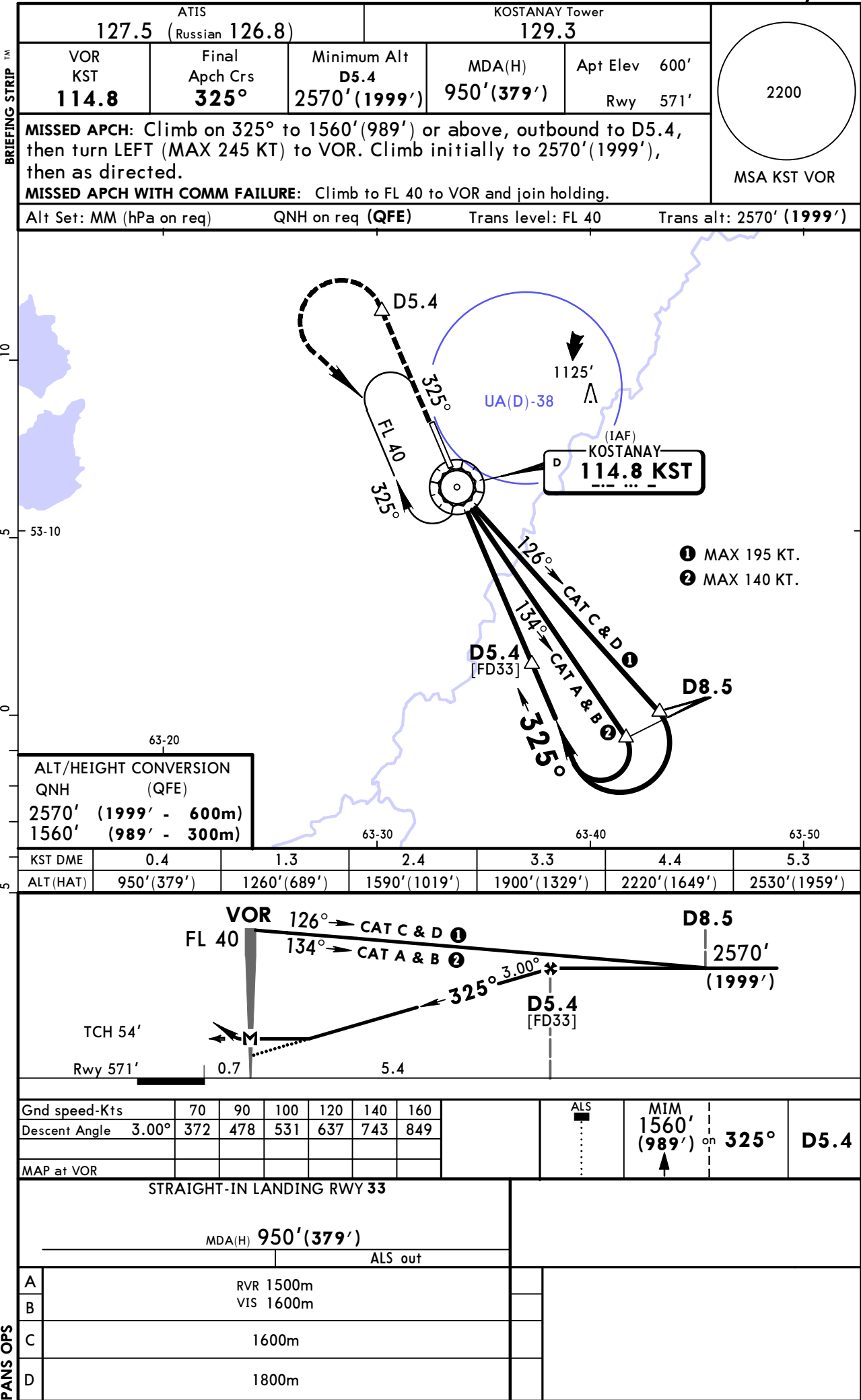
STRAIGHT-IN LANDING RWY 15		
MDA(H) 980' (383')		
ALS out		
A	RVR 1500m	
B	VIS 1600m	
C	1600m	
D	1800m	

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JEPPESSEN
5 APR 19 13-2

KOSTANAY, KAZAKHSTAN
VOR DME Rwy 33



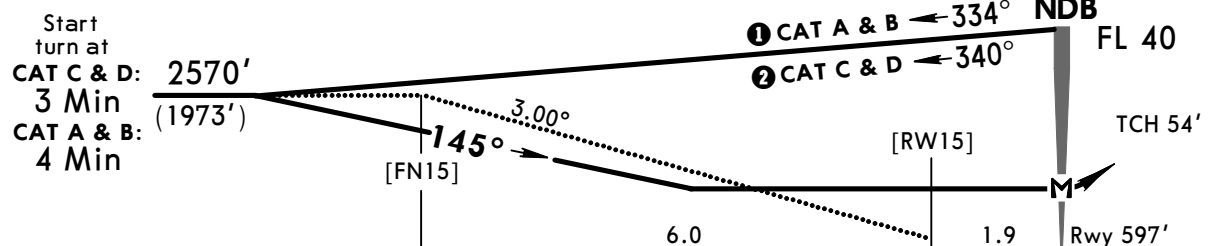
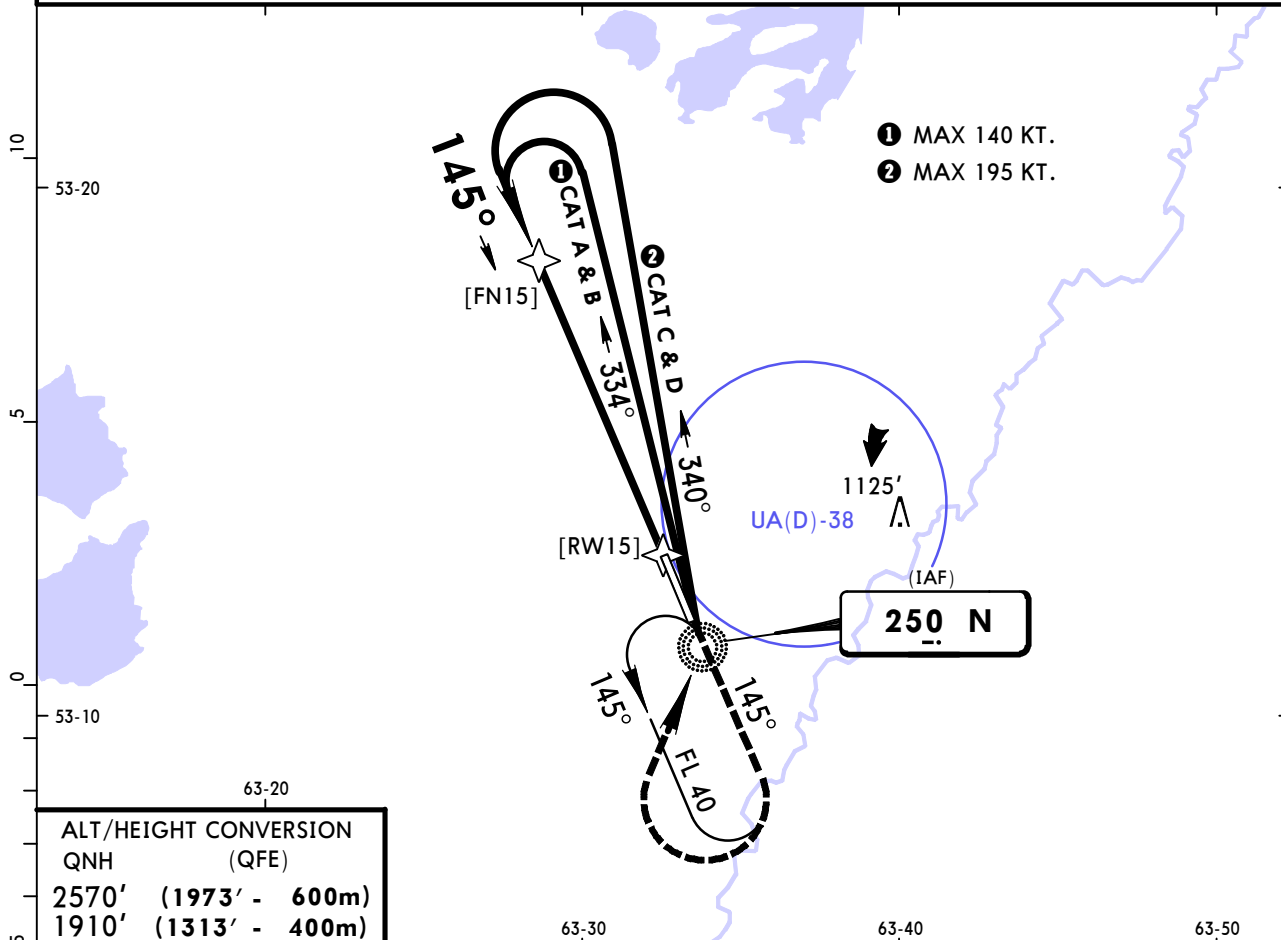
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5 APR 19 **(16-1)**

KOSTANAY, KAZAKHSTAN
(BACK CRS) NDB Rwy 15

BRIEFING STRIP™

ATIS 127.5 (Russian 126.8)				KOSTANAY Tower 129.3		
NDB N 250	Final Apch Crs 145°	No FAF	MDA(H) Refer to Minimums	Apt Elev 600' Rwy 597'	2200 MSA N NDB	
MISSED APCH: Climb on 145° to 1910' (1313') or above. After passing NDB maintain 145° for 1½ Min, then turn RIGHT to NDB. Climb initially to 2570' (1973') , then as directed.						
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and join holding. Missed apch turn MAX 245 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40		Trans alt: 2570' (1973')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at NDB						

ALS
...

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 15

MDA(H) A: 1030'(433') C: 1190'(593')
B: 1090'(493') D: 1290'(693')

ALS out

A	1900m
B	2800m
C	3700m
D	4600m

PANS OPS

CHANGES: Back crs added to procedure title. Speed limit.

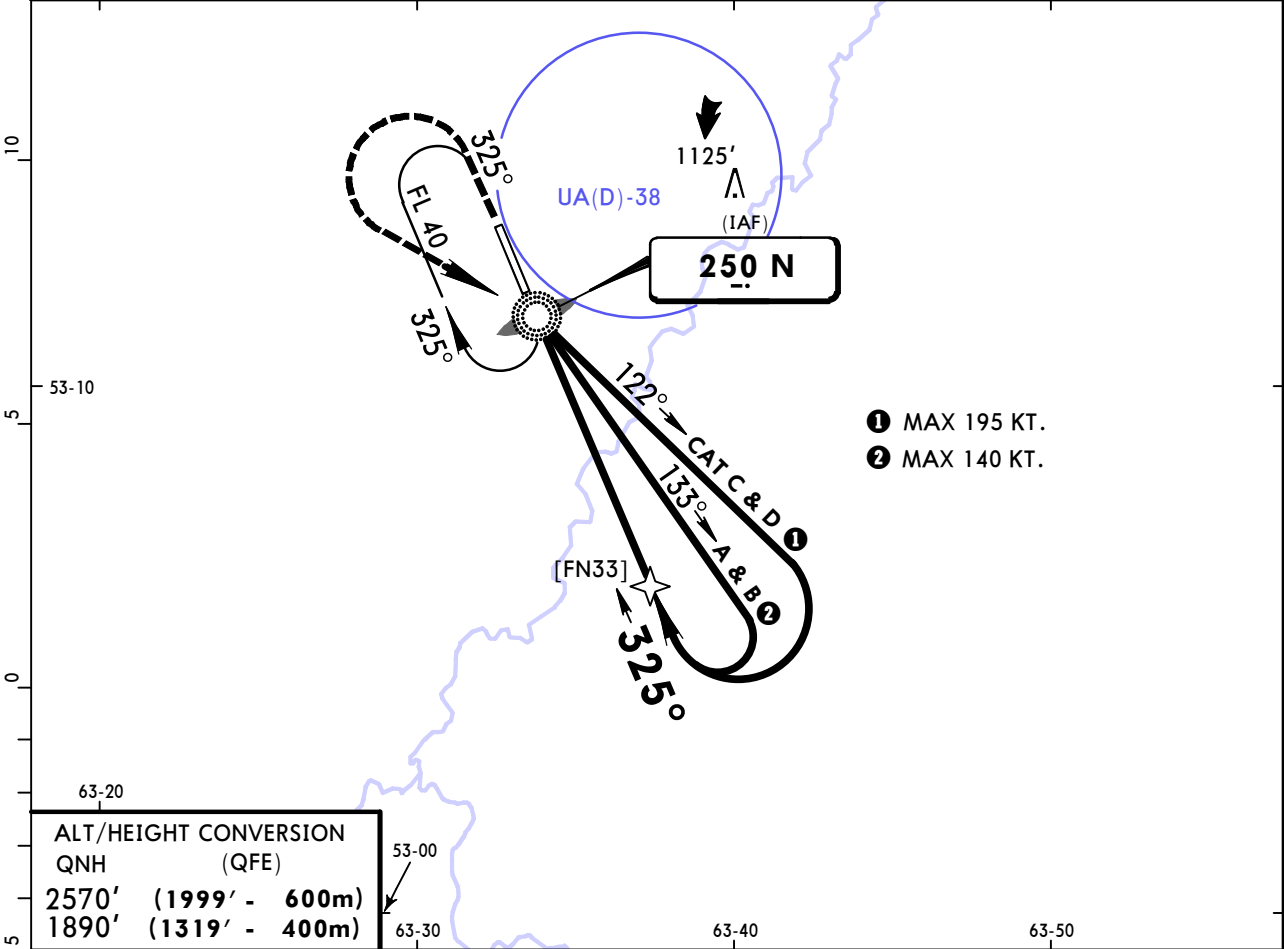
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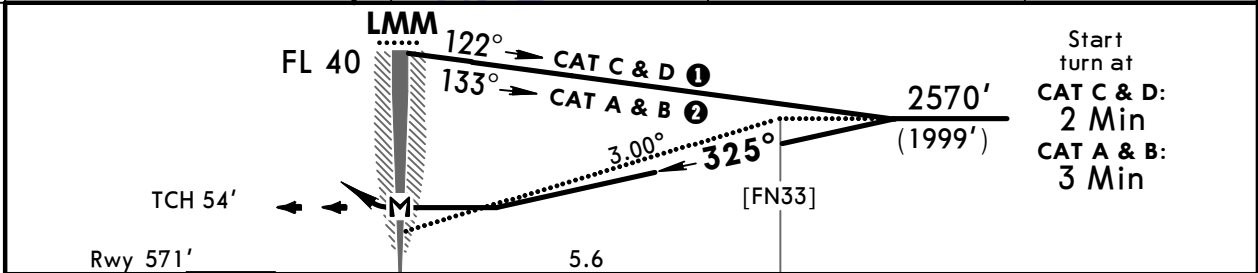
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5 APR 19 16-2

KOSTANAY, KAZAKHSTAN
NDB Rwy 33

ATIS 127.5 (Russian 126.8)				KOSTANAY Tower 129.3	
NDB N 250	Final Apch Crs 325°	No FAF	MDA(H) 1080'(509')	Apt Elev 600' Rwy 571'	2200 MSA N NDB
MISSED APCH: Climb on 325° to 1890' (1319') or above. After passing NDB maintain 325° for 1½ Min, then turn LEFT to NDB. Climb initially to 2570' (1999') , then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and join holding. Missed apch turn MAX 245 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40	
Trans alt: 2570' (1999')					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2570' (1999' - 600m)	
1890' (1319' - 400m)	



Gnd speed-Kts	70	90	100	120	140	160	ALS	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 33		MDA(H) 1080'(509')		ALS out	
A	RVR 1500m				
B	VIS 1600m				
C	1800m				
D	2000m				

CHANGES: Speed limit.

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Chart changes since cycle 08-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KOSTANAY, (NARIMANOVKA - UAUU)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAUU

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20190430

MDA(H) values for both procedures remains unchanged. (13-1) VOR DME Rwy 15 minimums changed: CAT A RVR 1500m, VIS 1600m. CAT B 1600m. CAT C 2000m. CATD 2400m. (16-1) NDB Rwy 15 minimums changed: CAT A 2100m. CAT B 3000m. CAT C 4100m. CAT D 5000m.